

No. 5450      號十五百四千五第      日六初月四年亥乙緒光      HONGKONG, MONDAY, 10<sup>TH</sup> MAY, 1878.      一拜禮      號十月五英      港香      [PRICE \$2<sup>50</sup> PER MONTH]

## Intimations.

**GERMAN AND ORIENTAL STEAMSHIP COMPANY.**  
 THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.  
 IN CONNECTION WITH THE PACIFIC AND CONNECTING RAILROAD COMPANIES, AND ATLANTIC STEAMERS.  
 Steamers of the Company consisting of the full powered Iron Propellers, **ALMA, BELGIO, and GAELIC**, of 5,000 Tonnage each, will commence the Trans-Pacific Service between Hongkong and San Francisco, on Yokohama, taking Cargo and Passengers as above.  
**S. S. OCEANIC**, due at this Port about August 1st, will be despatched for San Francisco Yokohama, on or about June 7th instant.  
 Steamships **BELGIO** and **GAELIC** will be despatched on or about July 4th instant let respectively.  
 Freight or Passage, or any further information, apply to the Undersigned, **FRANZ G. E. ENORY, Acting Agent.**  
 Hongkong, May 8th, 1875.  
 For MANILA (Direct.)  
 Spanish Steamer  
 "PANAY,"  
 will be despatched as above TO-  
 MORROW, the 11th inst. at Noon.  
 Freight or Passage, apply to  
**REMEDIOS & Co.**

**FIR TREES—(PINUS SINENSIS.)**

SEVEN THOUSANDS of the above, from the  
 the market to Can took high, are for Sale.  
 \$6.00 per hundred.  
 CHAS. FORD,  
 Superintendent of Government Gardens.  
 61 Hongkong & Co. May, 1875.

NOTICE.  
 E. CRAWFORD & Co. having made  
 the necessary arrangements in London for  
 Messrs. G. W. WILKINSON & Co. (Globe  
*Express*), are prepared to forward  
 to all parts of the United Kingdom,  
 the latest and best of machinery, may be  
 on Application.  
 63 Hongkong & Co. May, 1875.

FOR SALE.  
 AUSTRALIAN BAY MARE, just  
 arrived, about 6 years old. Quiet and  
 to Saddle.  
 Apply to  
 LANE, CRAWFORD & Co.  
 61 Hongkong & Co. May, 1875.

Notices to Consignees.

NOTICE TO CONSIGNEES.

**NAVIGATION COMPANY.**

**S. S. HINDOSTAN.**  
SIGNERS of Cargo by the above-named steamer, from Bombay and Intermediate Ports and in connection with the *S. S. Thibet*, London, are that their goods and cargo are hereby landed and stored at their place of delivery on board the said steamer, if the Company's Godowns at West Point, London, are to be closed, and if the cargo is not delivered by the 16th instant will not be Bent.

A. McIVER,  
Superintendent.  
Hongkong, 9th May, 1875.

**HEAN SPREANSHIP COMPANY.**

**SIGNERS:** per Company's Steamer *UNDAGSIGNED* are hereby notified that the goods and cargo are hereby landed and stored at their place of delivery on board the said steamer, if the Company's Godowns at West Point, London, are to be closed, and if the cargo is not delivered by the 15th May, 1875, will not be Bent.

**BUTTERFIELD & SWIRE, Agents.**

OCEAN STEAMSHIP COMPANY.

whole of the sound portion of this  
summer's cargo now come for-  
warded, and are ready to send in their  
Lading for counterweighing, and take  
of their goods without delay.  
The remaining in Godown after 15th inst.,  
amount to 7028 Sacks.

**UNTERBEITFELD & SWIRE, Agents.**  
**HONGKONG, 8th May, 1875.**

**NOTICE.**

SIGNATURES OF OPTIONAL CARGO,  
FROM LYONS, ANTONOR,  
O. S. S. SUPERSEAL.

THE SHIPPING Orders may be obtained from  
us Undersigned not later than the 11th  
for shipment per AGAMEMNON.

BUTTS & COY., Agents,  
No. 11, Housleung Street, May, 1875.

**S. S. ANADY.**

**COMPAGNIE DES MESSAGERIES  
MARIMES**

**NOTICE.**

from London, in connection with the  
ve Steamet, are hereby informed that their

Company's Godowns, whence delivery obtained from PRIDAY, the 7th inst., and the cargo will be forwarded on, unless it is received from the Consignee before MONDAY, 10th DAY, required to be landed here of Loading will be counterpoised by the signal.

Remaining undischarged after MONDAY, 10th inst., at 4 P.M. will be subject to rent discharging charges.

Insurance has been effected.

C. BERNARD,  
Superintendent Agent.

Hongkong, 6th May, 1875.

NOTICE TO CONSIGNEES.

SINGAPORE AND ORIENTAL STEAM NAVIGATION COMPANY.

S. S. JUNDA.

CONSIGNEES of Cargo by the above-named steamer, from Bombay and Intermediate Ports, are hereby notified that their Goods are to be landed and stored at the Godown of Messrs. J. G. Downes & Co. at West Point, whence they can be obtained from this date.

subject to Rent. A. MOIVER,

Hongkong, 5th May, 1878.  
 M<sup>r</sup>. S. CHINA, FROM CALCUTTA,  
 PENANG, AND SINGAPORE.  
 SIGNERS of Cargo by the above  
 steamer are hereby requested to send in  
 bills of Lading to the Undersigned for  
 signature, and to take immediate deliv-  
 ery of their Goods.  
 Impeding her discharge will be at once  
 stored at their risk and expense.  
 DAVID SARROON, SON & Co.,  
*Agents.*  
 7 Hongkong, 4th May, 1878.



## NOW READY.

## THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE. It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875" has been further augmented by a

## CHROMO-LITHOGRAPH

OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of

THE VARIOUS HOUSE FLAGS (Designed expressly for the Work).

MAPS OF HONGKONG, JAPAN, THE

SILK WORM DISTRICTS, THE

ISLAND OF FORMOSA, AND OF

THE COAST OF CHINA; ALSO, THE

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other long information and statistics collected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Parts, Complete at \$5; or with the Lists of Residents, Port Directors, Maps, &c., at \$8.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents—

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Shanghai.....Messrs. J. P. SILVA & Co.

Amoy.....Messrs. J. P. SILVA & Co.

Singapore.....Messrs. J. P. SILVA & Co.

Penang.....Messrs. J. P. SILVA & Co.

Malacca.....Messrs. J. P. SILVA & Co.

Swatow.....Messrs. J. P. SILVA & Co.

Hankow.....Messrs. J. P. SILVA & Co.

Yokohama.....Messrs. J. P. SILVA & Co.

Manila.....Messrs. J. P. SILVA & Co.

Cebu.....Messrs. J. P. SILVA & Co.

Batavia.....Messrs. J. P. SILVA & Co.

Sourabaya.....Messrs. J. P. SILVA & Co.

Medan.....Messrs. J. P. SILVA & Co.

Semarang.....Messrs. J. P. SILVA & Co.

Palembang.....Messrs. J. P. SILVA & Co.

Beloon.....Messrs. J. P. SILVA & Co.

Amboina.....Messrs. J. P. SILVA & Co.

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The Chinese move slowly—'a purr of move.' The latest move is indicative of a decidedly progressive spirit. They are not only contemplating the building of composite vessels of iron and steel, but also of iron and steel.

Like Sir Edmund Ross, most English people have, we believe, little liking for the traffic in opium, and cannot consider the use of the drug as advisable. Neither do they feel any attachment for the liquor traffic, for they are perfectly well aware that drink sells its thousands annually. But it must be remembered that it is the gross abuse of what is an undoubtedly good thing that leads to this melancholy and regrettable result.

The moderate use of wines and malt liquors is, according to the testimony of the great majority of the medical faculty, supported by the experience of a multitude, decidedly beneficial. Alcoholic spirits are almost essential aids to the physician, and no really good substitute has been found for them in certain cases. On the other hand, when men are seized by a constant craving for drink and give way to its indulgence they reap a bitter harvest. But because one man is so criminally foolish as to blast his whole career by weakly surrendering to temptation and allowing himself to become a drunkard and a curse to his community, that is no reason why the drink should be proscribed, and the moderate drinker deprived of his beer. A good deal of the foregoing applies to the smoking of opium. There is little doubt, from the evidence of those who have frequently witnessed its operation, that the ill-effects of the drug have been immensely exaggerated. It is admitted that, when consumed in large and frequent doses, it works great havoc on the physique of the smoker, but it is also very generally conceded that when inspired in moderate quantities little or no harm is sustained by the system. One of the most strenuous advocates of the abolition of the opium traffic, Mr. CHAS. LAMBART, at a meeting of the members of the Society for the suppression of the Opium Trade, in London, last January, in reply to questions, frankly admitted that the occasional use of the drug had no evil effect at all. It was only the inveterate smoker that really derived serious injury from it. The effect of opium when eaten, the same speaker remarked, was much greater and more injurious than when smoked. We have had, from time to time, similar testi-

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The moderate use of wines and malt liquors is, according to the testimony of the great majority of the medical faculty, supported by the experience of a multitude, decidedly beneficial. Alcoholic spirits are almost essential aids to the physician, and no really good substitute has been found for them in certain cases. On the other hand, when men are seized by a constant craving for drink and give way to its indulgence they reap a bitter harvest. But because one man is so criminally foolish as to blast his whole career by weakly surrendering to temptation and allowing himself to become a drunkard and a curse to his community, that is no reason why the drink should be proscribed, and the moderate drinker deprived of his beer. A good deal of the foregoing applies to the smoking of opium. There is little doubt, from the evidence of those who have frequently witnessed its operation, that the ill-effects of the drug have been immensely exaggerated. It is admitted that, when consumed in large and frequent doses, it works great havoc on the physique of the smoker, but it is also very generally conceded that when inspired in moderate quantities little or no harm is sustained by the system. One of the most strenuous advocates of the abolition of the opium traffic, Mr. CHAS. LAMBART, at a meeting of the members of the Society for the suppression of the Opium Trade, in London, last January, in reply to questions, frankly admitted that the occasional use of the drug had no evil effect at all. It was only the inveterate smoker that really derived serious injury from it. The effect of opium when eaten, the same speaker remarked, was much greater and more injurious than when smoked. We have had, from time to time, similar testi-

mony from various quarters, and cannot resist the conclusion that a great deal more mischief is attributed to the poppy than it really deserves.

While, however, we have no wish to attribute but sincere motives to the worthy folks who with a recent flourish of trumpets proclaimed themselves the Anglo-Oriental Society for the Suppression of the Opium Trade, we do venture to question very much the sincerity of the Chinese Government in the matter. They have now and again, it is true, promulgated edicts deprecating its cultivation, but it is well known that the growth of the poppy is tacitly encouraged. Were this not the case it is not likely that the area under cultivation would have gone on increasing year after year as it has done, compelling the vendors of the Indian product to reduce their prices, and threatening to become a formidable rival to the latter at no very distant date. No, the truth is, as Sir Edmund Ross pointed out, the Peking Government pocket a large revenue from it, which they would by no means give up, and we can credit them with no desire to see the trade abolished. As for the impolicy of the traffic we find to discover, in spite of the piled-up assertions of the *Friend of China*. It may be unfortunate for England in one sense that she has, from the force of events, become the channel through which China has hitherto mainly derived her supply of opium, since it has brought some untimely obloquy upon her, but it is undeniably fortunate for China. It cannot be disputed, we think, that supply is dependent on demand, not demand on supply. We have been more agents in the traffic. We did not first introduce opium into China, we did not create the demand, and consequently are in no way responsible for it. Had not the drug reached the Chinese through British merchants it must have done so by another and less scrupulous agency. Moreover the Indian drug is noted for its excellence and purity. The statement that we have forced the opium upon China is not worthy of serious notice. We have never done so; we merely demanded that it with our other articles of export should be allowed fair play in Chinese markets. Had not a single grain of Indian opium been admitted into China, there is nothing to prove that the consumption of the drug would have been much less than it is now.

The *Gazette* of Saturday notices that His Excellency the Administrator has been pleased to direct that Her Majesty's Birthday shall be kept in this colony on Monday, the 24th inst.

The Captains of the Danish steamers *Kjøbenhavn* and *Frederik* changed commands on Saturday last, Captain *Frederik* being succeeded by Captain *Kjøbenhavn*, and Captain *Kjøbenhavn* by Captain *Frederik*.

Notice is given in the *Gazette* by the Harbour-Master that ships conveying Chinese passengers are to be provided with a copy of the Ordinance No. 5 of 1874, and to be carried on board.

The weather report for the 1st June and the 15th October inclusive.

At the Peak the maximum temperature recorded in the *Gazette* of Saturday during the past week was 75.0, the minimum 53.0; at the Harbour-Master's Office, P. M. 75.0, the maximum 75.0, the minimum 53.0.

On Saturday last a number of the admirals and well known of Mr. W. F. Fyfe, the able landowner of the 80th Regiment, presented that gentleman with a token of their esteem in the shape of a very handsome very velvet mounted with gold and silver, ordered specially from Canton, and suitably inscribed. The presentation was made in the presence of some thirty-five of the subscribers.

We have received a photograph of the P. M. S. Company's fine new steamer, the *City of Zibo*, taken by Mr. A. G. W. Wyndham Street. It is a very faithful representation of the ship, and is well worth a look at. The details are all remarkably plain. The mountains on the mainland opposite form a bold and splendid background to the picture, which is altogether one of the best we have seen.

The following account, fully certified, of the average amount of Bank Notes in circulation in Hongkong during the month ending 29th April, is published in Saturday's *Gazette*.

Original Bank Corporation.....\$500,000

Chartered Bank of India, Australia, and China.....685,725

Chartered Bank of India, Australia, and China.....398,373

Hongkong and Shanghai Banking Corporation.....1,672,848

Total.....\$3,256,946

The Chinese move slowly—'a purr of move.' The latest move is indicative of a decidedly progressive spirit. They are not only contemplating the building of composite vessels of iron and steel, but also of iron and steel.

Like Sir Edmund Ross, most English people have, we believe, little liking for the traffic in opium, and cannot consider the use of the drug as advisable. Neither do they feel any attachment for the liquor traffic, for they are perfectly well aware that drink sells its thousands annually. But it must be remembered that it is the gross abuse of what is an undoubtedly good thing that leads to this melancholy and regrettable result.

The moderate use of wines and malt liquors is, according to the testimony of the great majority of the medical faculty, supported by the experience of a multitude, decidedly beneficial. Alcoholic spirits are almost essential aids to the physician, and no really good substitute has been found for them in certain cases. On the other hand, when men are seized by a constant craving for drink and give way to its indulgence they reap a bitter harvest. But because one man is so criminally foolish as to blast his whole career by weakly surrendering to temptation and allowing himself to become a drunkard and a curse to







